

586 Profile

Joseph & Mompon + Ams ho. 586.
Pople (A built).

BUNDERLAND RPT. NO. 32401

Lloyd's Register
Will-098Hidation

ARRANGEMENT OF & BULKHEAD. AT HATCH ENDS. PROFILE. ELEVATION. 400-0 B.P x 57-4/2 BTH MLP x 31-7 D.MLD. TO U.DK. SECTION. 13×3× 40 LUGS. CLASS 100. A.I. LLOYDS. Upper Deck under Bridge UPPER DECK IN WELLS & BRIDGE DECK HATCH CORNER BRACKETS AND 00000 SCALE - B = 1FOOT HATCH CORNER BRACKETS. DIAMONOS. AND DIAMONDS. HATCHES 1. 3.4 65 SEE DK. PLAN. 6×6× 44 DOUBLE 21 BRACKETS AT NOS 1, 2, & 3 HATCHES 18" . . 4 & 5 .. SECTION X.X. Nº 3 HATCH SIDE ON BRIDGE DECK. 9x. 45 BULB PLATE Nº 1 HATCH UPPER DECK. NOS 4 & SHATCHES UPPER DECK CHART ROOM Nº 2 HATCH UPPER DECK 40 PLATE STAY WELDED. 2 FR. SPACES APART 3 FL. 12 FLANGE 3× 3× 36 CONNS AND
INTERMEDIATE BEAM LUGS.

150 COAMING ANGLE

170 COAMING ANGLE

180 COAMING ANGLE

180 COAMING ANGLE

180 COAMING ANGLE

WT. 9x 45 BULB 7x 3x 40 B.A. DOUBLE - 9×.45 BULB PLATE - 7×3×.40BA.DOUBLE - 40PLATE BKT, WELDED, 2FR, SPACES APART 3PL: 40 PLATE STAY WELDED. 2 FRAME SPACES APART, 3 FL.
50 COAMING.
3/2 × 3/2× 44 COAMING BAR ·50 COAMING. 31/2 x 31/2 x · 44 COAMING BAR 36 TRIPPING BKTS ALT: BEAMS

12 FLANGE: 36 CONNS.

3/2 × 3/2 × -40 INTERMEDIATE

BEAM LUGS. GXG ANGLE AS SHOWN ON PROPILE. HATCH END BEAMS 16/2 × 44. 11 × 3/2 × 46 BA. HBS. FACE BAR DECK BAR 3/2 × 44 KNEES 36 × 44 FLANGED DOUBLE RIV: TO FRAME 16-78 RIVETS. 21 FLANGE 36 TRIPPING BKTS ALT: BEAMS

21 FLANGE 3/2×3/2×40 INTER: BEAM LUGS. · 36 TRIPPING BKIS ALT, BEAMS 12 FLANGE 3x3x.36 CONNS.
3/2x3/2x.40 INTERMEDIATE BEAM LUGS. STAIRWAY
OPENING

STAIRWAY
OPE DECKHOUSE Nº 3 CARGO HATCH 32-6 x 32-0 STEEL COVER. RUNNER BAR & PILLARS IN BRIDGE

F.W. TANKS Nº I CARGO HATCH 33-9×32-0 STEEL COVER.

| G×G7 | G×G7 | CENTRE | Nº2 CARGO HATCH 40-0 x 32-0 STEEL COVER. Nº 4 CARGO HATCH 32'-6 x 32'-0 STEEL COVER AS PER DECTION CARGO HATCH 32.6 × 32.0 WOOD COVER. 9 × 3½ × 44 B.A. COAMING.

CARGO HATCH 32.6 × 32.0 WOOD COVER. 9 × 3½ × 44 B.A. COAMING.

THE FIRST TOTAL STANGE! RUNNER BAR 1-3 TO STB B. 1 H.E.BEAMS 18 × 44

DECK BARS 3½" × 3½" × 44

DOUBLE RIV: TO FRAME.

12" × 3½" × 60" B.A. FACE BARS

KNEES 42" × 44. FLANGED.

ZO. 78" RIVS. H.E. BEAMS, 16/2" x · 44. 12" x 3/2" x · 52 B.A. FACE BARS B.

DK. BARS 3/2" x 3/2" x · 44. KNEES 42" x · 44 FLANGED ON 3DFR. H.E. BEAMS 16/2" × 44. 12" × 3/2 × 60 B.A. FACE BARS B.

BECK BARS 3/2" × 3/2" × 44. KNEES 42" × 44 FLANGED 6 - 3 + . 40 O.A. B. HATCH END BEAMS 191/2 x . 48 KNEES ON 133 42" x 44" FL. Doùble Riv: To Frame 20-76 Rivets. 48'x 44"FL.

DOUBLE RIV. TO FRAMES
24. %" RIVETS. 11" × 3½" × . GO B.A. N.B.S. FACEBAR, RIDER 8½" × . GO

DK BAR 3½" × 3½ × 48, KNEES 50" × . 46 FL.

DOUBLE RIV: TO FRAME 26 - % RIVETS DOUBLE RIV. TO FRAME. 20. % RIVS. DOUBLE RIVETED TO PR: STEEL & BULK BA O.A. W.T. FLAT . 30 STRINGER . 34 N 8 . 3 . 35 B.A 9 . 3/2 . 50 W STR BARS 3/2 × 3/2 × 34 N.B. S. STIPPS Q BA N.B. STIPPS D Nº 4 HOLD BEAMS IN AFTER PEAK BEAMS 8 x 36 x 36 8 A.N.B.S. KNEES 24 x 48 STEEL & BULK ? . 3 BUNKER STARB SIDE 10 × 3/2 × 50 B.A. N.B.S. FORE PEAK STRION BEAMS 35 x 34" N.B.S. STIFFS. 10x1 31/2 x 50 B.A. N.B.S. Nº 2 HOLD. BUNKER PORT SIDE KNEES 30 x .54. SHELL CONNS 5 x 5 x · 34 | INTERMEDIATE BKTS 18 x · 34 FL. TO Nº 1 HOLD Nº 3 HATCH SIDES UPPER OK SIDE COAMING 19½" × 60 18 FL. SEMI BOX BEAMS MEDICAL BIX 3x 34 N.B.S BA OD COUN. TO BHO 3x3x 34 C N.B.S. STIPFR STRINGER ON BEAMS 35 x . 34 BKTS TO TUNNEL TOP ON & BHO STIFFS.
AT HATCH ENDS. SHELL CONN: 3/2" × 3/2" × :34 STRINGER [MARKED B] :40 TRIPPING BKTS, ON ALT. BEAMS. INTERMEDIATE BATS WHERE BEAMS ON ALTERNATE FRAMES ON 4 BHOS 3 BEAMS UNDER CHAIN LOCKER 8,3% 34 B A.N.B.S. KNEES 24 - 48 END FLOORS . 40 PLANGED. TUNNEL RECESS. BA STIFFENERS 62.3 × 35 WITH BACK BAR OVER CROWN AT HATCH ENDS 30 FRAME SPACING. 27 FRAME SPACING. 27 FRAME SPACING. 21 FRAME SPACING. 24 FRAME SPACING 30 FRAME SPACING MAIN FRAMES 15 . 4 . 4 . 50 W. 62 FL. CHANNELS. N.B.S. 15 . 4 . 4 . 54 W. 62 F. CHANNELS. N.B.S. PEAK FRAMES 7. 3/2 . 50 B.A. N.B.S. 15. 4 × 4 × 56 W. 62 FL. CHANNELS N.8.5. MAIN FRAMES 15 + 4 × 4 = 50W. - 62 FL. CHANNELS TO UPPER DK. N.B.S. PEAK FRAMES 7 3/2 . 54 BANBS. MAIN FRAMES IN WAY OF OFEP TANK. FRAMES IN WAY OF B.RM BUNKERS TO LI. DECK. TO POOP DECK. 12 × 3/2 × 3/2 × 44 W . 60 FL. N. B.S. CHANNELS . 2-6 APART. 6' × 3/2' × · 40 × BRIDGE TWEEN DECK FRAMES. 7 × 3/2 x · 42 B.A.N.B.S. ON ALTERNATE FRAMES SCARPHED TO IN FOLE SCARPHED TO MAIN FRAMES, Nº 155 BRACKETED TO DK. IN POOP SCARPHED MAIN FRAMES. MAIN FRAMES CARRIED UP TO BRIDGE DECK AT HATCH ENDS.

586 Decks.

> Joseph J. Thompon And 586 Deplo (As Duilt). BUNDERLAND RPT. NO. 32to1

> > W121-0086

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Nº 586. DECK PLANS.

400-0 B.P x 57-4% BOTH. MLD x 31-7 D. MLD. U.DK.

SINGLE DECK WITH POOP BRIDGE & FORECLE.

LLOYD'S 100 A.1. CLASS. SCALE-18 = 1 FOOT

POOP DECK.

24" FRAME SPACING 30" FRAME SPACING.

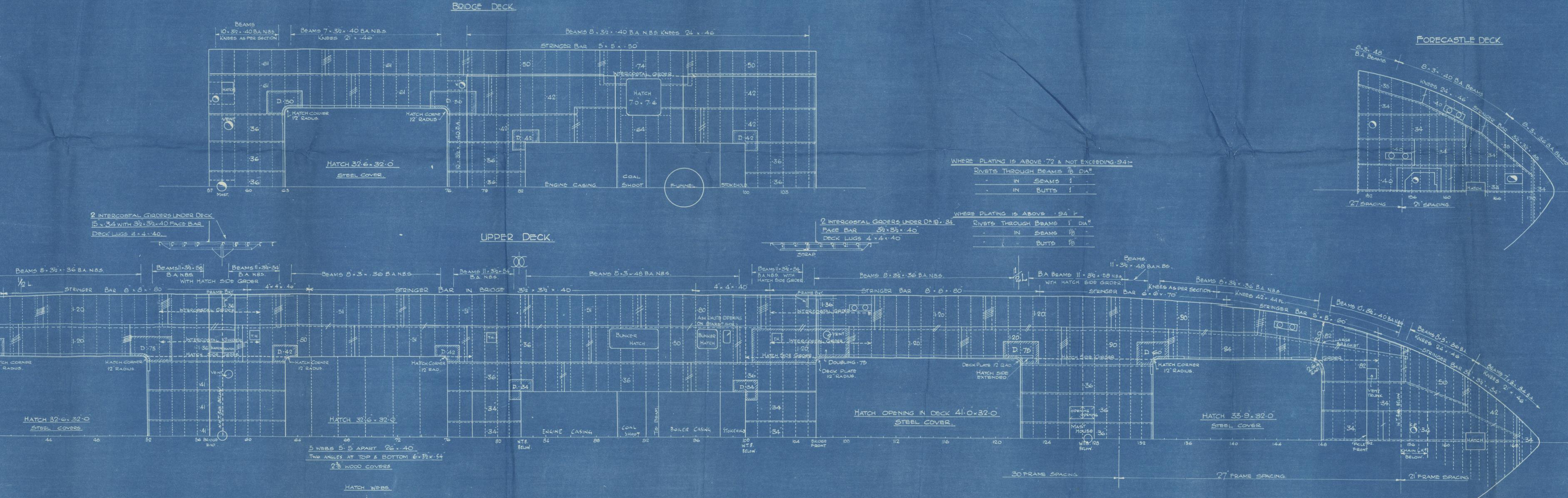
BEAM 8 × 3/2 × 36 B.A. NBS. WITH HATCH SIDE GIRDER

HATCH 32-6 × 32-0

STEEL COVERS.

HATCH 32'6 x 28'-0'
STEEL COVERS.

PORTABLE PLATE & & BEAMS OVER STEERING GEAR.



586 Midship Section.

"SIRE"

Joseph d. Numpon Hons' ho. 586.

Middip Section (Ab built).

BUNDERLAND RPT. No.

32+01.

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WIZI-0085

S.S. SIRE. Nº 586. MIDSHIP SECTION.

PRINCIPAL DIMENSIONS LENGTH B.P BREADTH EXTREME 57-4/2 MOULDED DEPTH MLD UPPER DECK 31-7 TO LENGTH U. DK. 12.67

SINGLE DECK WITH POOP, BRIDGE & FORECASTLE

LLOYD'S 100A1. CLASS

NUMERALS L × D = 400 × 31 58 = 12632 L(B+D) - 400(57-37+31-58) + 35580

ERECTIONS 46.75% L SCALE : - 1/2 = 1 FOOT B'DGE DK. 10.23 EQUIPMENT NUMERALS 400 (57-37 + 31-58) 35580 BRIDGE DECK 42 IN WAY OF CASING DOUBLERIV END LAPS. BRIDGE DECK 36 WITHIN LINE OF OPENINGS Poop 35.25 × 7.5 × 75 198 DOUBLE RIV. EIND LAPS HATCHES TREBLE " & EFIFICIENT SCARPHING OF DIFFERENT BRIDGE STRINGER 57% × 50 POOP DECK . 30 . 26 UNDERSHEATHING SINGLE RIV. END LAPS BRIDGE 121-5 x 7-5 x . 75 683 THICKNESSES TO BE SECURED BY . 61 IN WAY OF HATCHE'S 170 FORECASTLE DECK . 34 FCLE. 30.25 × 7.5 × 75 QUAD RIV. OVERLAP BUTTS AT GI PLATING CAREFUL ARRANGEMENT OF DECK BUTTS CASING 70.0 x 7.75 x . 5 271 FOLE & POOP STR. 35 x 35 SINGLE RIIV END LAPS. 36902 BRIDGE STR. BARS 5 x 5 x . 50. FCLE & POOP STR. BARS 3/2 x 3/2 x 35 RUNNER BAR 6 . 3 . 50 0A 6 . 32 . 40 BEAM LUGS 000000 NO CARGO BATTENS IN TWN DK BUNKER THROUGH BEAMS 10 x 3/2 x 40 BA N.B.S. KNEES 28/2 x 46 SPACE ABREAST ENGINE & BOILER ROOM 6 RIVETS 8 DIA. BUT FRAMES TO BE PUNCHED IN 128 1/2 KNEES. CARGO BATTENS 17 x 3/2 x 3/2 x 44 SINGLE CHANNEL PILLARS. BRIDGE SIDES - 60 UPPER DK UNDER BRIDGE 36 IN WAY OF CASINGS TWO FRAME SPACES APART, REELED 6 * 2 4 CONSECUTIVE FRAMES 7 x 3/2 : 42 B.A.N.B.S. QUAD. RIV. END LAPS BRIDGE FRAMES 7. 3/2 x 42 B.A. N.B.S. 12 PILLARS AT HATCH ENDS BRACKED TOP & BOTTOM. 9 APART SINGLE RIV. SEAMS POOP . 38 34 WITHIN LINE OF DK OPENINGS AT BRIDGE ENDS. ON ALTERNATE FRAMES END LAPS DOUBLE RIVETED & END LAPS (FCLE 4) DECK & STR. IN WAY OF HATCHES IN WELLS 1.20, INSIDE OPENINGS 41. 15 MAIN FRAMES CARRIED TO BIRIDGE DECK. SINGLE CHANNEL PILLARS SEAMS & BUTTS AS PER DECK PLAN ON AFTER MAIN HATCH EINDS. WELDED TO DECK. PARTIAL BHOSOVER BHOS 82 & 100. UNDER BOGE STR. 73 x 51 DOUBLE RIV. END LAPS. 51 AT CASINGS 8 DRAIN HOLE IN EACH FRAME. WELDED PLATE COLLAR AT EACH FRAME SHEERSTRAKE 78 AMIDSHIPS * 80 TO 45 AT ENDS STEM 934 x 21/2 ROLLED STEEL BARS QUAD RIV END LAPS & L. TREBLE AT ENDS. THROUGH BEAMS UNDER BRIDGE 11 × 3/2 x . 54 BA. N.B.S. 61 IN WAY OF BRIDGE WITH STERN FRAME (PART CAST STEEL) IN WELLS 11 x 3% x 58 B.A N.B.S. TREBLE RIV. END LAPS. BEAM KNEES. RUDDER SEMI-BALANCED A . D - 329 SPEED 10% KNOTS RUDDER HEAD 8% DIA. 9 RIVETS & DIA TO BEALM FRAIMES STRAKE BELOW SHEERSTRAKE 84 AMIDSHIPS & 68 TO 45 AT ENDS QUAD RIV END LAPS & L TREBLE AT ENDS 64 IN WAY OF BRIDGE WITH TREBLE RIVETED END LAPS CARGO BATTENS 6 x2 9 APART 30 STEEL & BHD. SIDE SHELL FOR A DISTANCE OF 10%L AFT OF RULE POSITION OF BOUNDARY BAR 3 x 3 x 40 TO BULKHIDS & DECKS 32 ×3 × 40 TO TANK TOP COLLISION BULKHEAD = 25% ABOVE MAIN FRAMES STIFFENERS TWO FRAME SPACES APART, DOUBLE 15 × 4 × 4 × 50, 62; 56, 62 IN BOILER RM. & PERMANENT BUNKERS. END THICKNESS. AT HATCH ENDS (SEE PROFILE) SPACED 30 APART, 27 FORWARD OF \$5 L. 12 x 3/2 x 3/2 x 44 W. 60 FL IN WAY OF DEEP TANK. BRACKETS AT TOP & BOTTOM AT HATCH ENDS. IN AFTER HOLD 30 APART 17 . 4 . 4 . 48 . 68 FOR 10% AFT OF RULE POSITION OF COLLISION BULKP FORE PEAK FRAMES 7 . 3/2 . 50 B.A N.B.S. 21 APART AFTER - 7 × 3½ × 54 B.A. N.B.5. 24 SIDE SHELL RIVETS IN SIDE FRAMES TO SHELL 6 DIAS APART, MIDSHIP THICKNESS FORWARD 5/2 DIAS. APARTH WAY OF PANTING FRAMES & IN PEAK TANKS OF COLLISION BULKHEAD FROM TANK TOP 43 TO 38, 50 ES. 56 B.S. + 10 PER OWNERS: 66 BELOW LIGHT LINE TO ABOVE FLOORS 38, 48 85, WITH STIFFENERS 3 × 3 × 38, 48 8.5. FLOORS EVERY FRAME UNDER ENGINES BOILER BEARERS BULKHEADS LOAD LINE (PER OWNERS) WEB FRAME ON FRAME 93 AND FORWARD OF 35 LENGTH PARTIAL FLOORS UNDER THRUST 18 x 44, 8 x 3 2 x 48 C FACE BAR, 3/2 x 3/2 x 48 SHELL BAR FLOORS ON ALTERNATE FRAMES ELSEWHERE WITH INTERMEDIATE BRACKET FLOORS TRIPPING BRACKET AT HALF HEIGHT. INTERCOSTAL GIRDERS EACH SIDE 36 .40 ES, 50 B 6. GIRDER VERTICALS 3×3×·38 ·48 B.5. GIRDER CONNSTO SHELL 32 × 3/2 × 42 T TOP 3 x 3 x 42 IN HOLDS 3 2 x 3 2 x 52 N B S 5 x 5 x 42 UNDER ENGINES ADDITIONAL GIRDERS UNDER ENGINES AND FORWARD OF 12 L AS PER SEC. !! FRAMES 3/2 × 3/2 × 42 REVERSE FRAMES 3 × 3 × 42, 34 × 31/2 × 52" MARGIN PLATE 70 . 48, 56 B.S. TREBLE RIV. END LAPS. W.T. FLOORS 48 50 BS WITH STIFF'S 5 x 3 x 34 SPACED 2 6APART 44 BS MARGIN . WELDED TO SHELL & FRAMES. SINGLE ANGLE ON FLOORS TO T.T. UNDER ENGINES & THRUST 5 x 5 x 42 UNDER BOILER BEARERS 5 x 5 x 52 CENTRE GIRDER 43 . 52 TO -44 . 60 B.S. END LAPS TREBLE RIVE DOUBLE WOOD CEILING ON TANK TOP. FILLING PIECE IN WAY OF FRAMES. TOP BARS 32 x 32 x 46 TO 42, 56 IN 8.5. 3 RED WOOD & 1/2 WHITE WOOD BOTTOM BARS 4 4 4 50 TO 48 VERTICALS 31/2 × 3 × 42 FOR 2 L, 52 B5 3 × 3 × 42 AT ENDS SPOT WEL TANK TOP CENTRE STRAKE 54 x 50 TO 42, 556BS. + 10 PEROWNERS + 66. RIVETS SPACED 5 DIAS 4 TO FLOORS TO CENTRE GIRDER TREBLE RIV. END LAPS FOR 1/2 L. DOUBLE AT EMOS. WHERE OVER . 50 FLANGE CONTINUOUS THROUGH TANK TOP STIFFENERS WELDED TO TANK TOR 5 . 5 . 42 UNDER ENGINES & THRUST BLOCK. SINGLE RIVETED SEAMS IN TANK TOP 5-5-52 UNDER BOILER BEARERS PROPELLER BOSS PLATES . 71 AIR HOOLE ON AIR HOLE (9 RIVETS 4 DIATO FLOORS 8 76 TO C.G. WHERE OVER 50 BILGE KEEL 6 × 4 + 50 T BAR BULB PLATE 12 x . 45 BOTTOM FRAMES FROM 12 L FORD TO RULE POSITION. KEEL 49 2 . 79 FOR 35 L. TO 69 AT ENDS. OF COLL BHD. 5 . 5 . 42 ON SOLID FLOORS. BOTTOM SHELL 61 TO 47 IN PEAKS. 3/2 × 3/2 × 42 BACK BAR ON SKEL FLOORS BETWEEN + OI IN WAY OF 30 SPACING = 62 TO 48, 47 IN PEAKS END LAPS QUAD RIVETED, TREBLE AT ENDS. FLANGES OF BRACKETS & VERITICALS QUAD RIVEND LAPS FOR 1/2L RIVETS IN BOTTOM FRAMES PRIVETS IN END LAPS ABOVE 72, TO AT ENDS. RIVETS TO SHELL & FLOORS 5/2 DIAS, APART TREBLE - AT ENDS. TO SHELL 7 DIAS APART. BRIVETS IN SEAMS AND FRAMES. 3 STRAKES ADJACENT KEEL . 68 FROM 12 L. TO 35 L. FOR FLANGE CONTINUOUS . 67 3/5L TO RULE. THRO TANK TOP POSITION OF COLLISION BHE 10 0 0 0 0 HA TO __ 52 ×3 × 40 B.A. NBS. 1 40, 50 B S 7 - 34 BA NBS 45 B 5 465.

SUNDERLAND.

messis. G. Clark (1936) htd.

Contract 1210

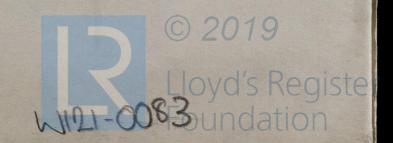
Messis. J. L. Thompson + Sons htd.

Yard ho 586

Main Boilers



SUNCELLAND RPT. NO. 52401



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Enclosure from

GEORGE CLARK (1936) LTD

For Malingation

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